

BookletChart™

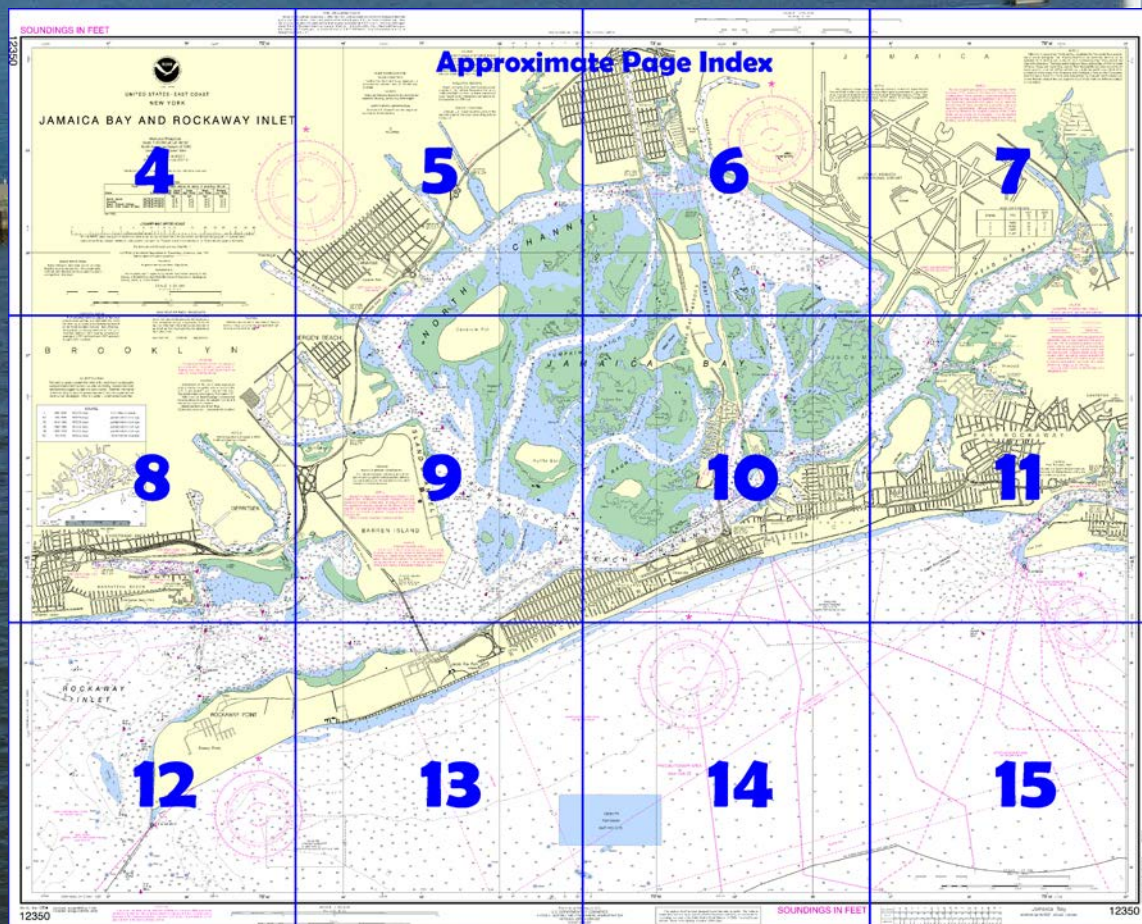
Jamaica Bay and Rockaway Inlet NOAA Chart 12350



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

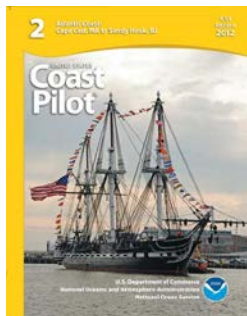
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12350>.



(Selected Excerpts from Coast Pilot)

Rockaway Inlet, the entrance to Jamaica Bay, is between **Rockaway Point** on the southeast side and **Manhattan Beach** and **Barren Island** on the north side. A breakwater, marked near the outer end by a light, extends south from Rockaway Point. The entrance channel extends westward of the breakwater and is marked by lighted and unlighted buoys. A shifting sandbar is located about 0.6 mile southeast of the breakwater

light. A shoal with depths of less than 1 foot and marked by breakers is west of the entrance channel. Numerous obstructions lie from southeast to southwest of the breakwater light and numerous wrecks are farther inside the inlet; the chart is the best guide.

In 1980, shoaling to about 3 feet was reported in the inlet about 1.75 miles west of the Gil Hodges Memorial Bridge in about 40°34'21"N., 73°55'29.5"W.

Gil Hodges Memorial (Marine Parkway) Bridge, crossing Rockaway Inlet between Rockaway Point and Barren Island, has a vertical lift span with a clearance of 55 feet down and 152 feet up. The bridgetender monitors VHF-FM channel 13 (156.65 MHz); call sign, KIL-819. (See **117.1 through 117.59 and 117.795**, chapter 2, for drawbridge regulations.)

Currents.—The tidal current in the entrance channel near Rockaway Point has a velocity of about 2.2 knots. The ebb attains a greater velocity than the flood and probably exceeds 3 knots at times. In 1975, a strong east-to-west current, believed to have been the result of tidal flow, was observed at the entrance to Rockaway Inlet near the seaward end of the jetty. This current is of sufficient strength to cause a vessel to veer suddenly off course when entering or exiting the channel. South of Barren Island the velocity is about 2 knots; east of Barren Island it is about 1.5 knots. (See Tidal Current Tables for predictions.)

Jamaica Bay is on the south shore of Long Island about 15 miles southeastward of The Battery, New York City. The bay is characterized by numerous meadows, hassocks, and marshes. The north and east shores are bordered by marshlands which extend inland for a short distance. Several small tidal creeks enter the bay from the north. Channels and basins have been dredged to project depths of 12 to 20 feet for use of craft operating in the bay. Rockaway Beach forms the south shore. The bay is about 7 miles long and 3.5 miles wide, and covers an area of about 22.5 square miles. The greater portion of the bay is in the Boroughs of Brooklyn and Queens, New York City, and a small section of the eastern extremity, consisting of parts of Motts Basin and Head of Bay, is in Nassau County.

Anchorage.—Special anchorages are in Jamaica Bay. (See **110.1, and 110.60 (s) and (s-1)**, chapter 2, for limits and regulations.)

The commercial vessel traffic in Jamaica Bay consists of motor tankers, barges, and tugs. The bay is used extensively by pleasure craft. Jamaica Bay has excellent transportation facilities. Highways connect with all of Long Island and New York City, and a branch of the New York City subway system crosses the central part of the bay and extends eastward and westward along the Rockaway peninsula with stations at Far Rockaway and Inwood serving the Motts Basin area.

Ice is a problem in Jamaica Bay, mainly in the tributaries and basins, from early January to about mid-March.

Sheepshead Bay, on the northern side of the eastern extremity of Coney Island and northward of **Manhattan Beach**, is well protected and is used by numerous pleasure and party fishing craft. The entrance channel is marked by buoys. In 2010, the channel had a depth of 6 feet except for shoaling to 2.2 feet along the west edge of the channel, just north of Buoy 7. In 2002, depths of 7 to 9 feet were available inside the bay to the bridge near the head of navigation except for shoaling to 2 feet along the edges. A private light marks the outer limit of a sewer outfall that extends southward from the bay.

Special anchorages are in Sheepshead Bay. (See **110.1 and 110.60(x)**, chapter 2, for limits and regulations.)

Small-craft facility.—A small-craft facility in the bay can handle craft to 1½ tons. Mooring, electricity, diesel fuel, water, ice, marine supplies and storage are available.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Table of Selected Chart Notes

Corrected through NM Aug. 6/11
Corrected through LNM Jul. 26/11

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in New York, NY.
Refer to charted regulation section numbers.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Barren Island	(40°35'N/73°53'W)	5.6	5.2	0.2
Beach Channel (bridge)	(40°35'N/73°49'W)	5.7	5.3	0.2
Norton Point (Head of Bay)	(40°38'N/73°45'W)	6.0	5.4	0.2
Canarsie	(40°38'N/73°53'W)	5.8	5.4	0.2
Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Jun 2011)				

SOUNDINGS IN FEET

NOAA and its partners
and critical corrections.
Editions are available 2-
about Print-on-Demand
OceanGrafix at 1-877-55

12350



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW YORK

JAMAICA BAY AND ROCKAWAY INLET

Mercator Projection
Scale 1:20,000 at Lat. 40°35'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

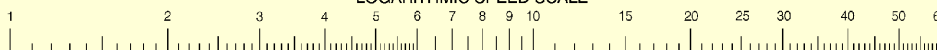
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

TIDAL INFORMATION

PLACE	NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
			Mean Higher High Water	Mean High Water	Mean Low Water
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(Jun 2011)

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

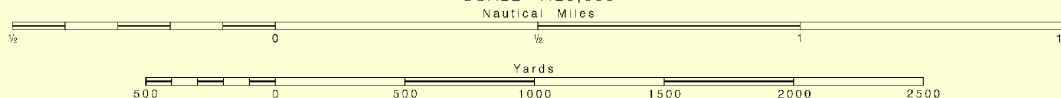
HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

SCALE 1:20,000



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Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz

CAUTION

Fixed and floating submerged, may exist within bridge construction area. Mariners proceed with caution.

B R O O K L Y N

Joins page 8

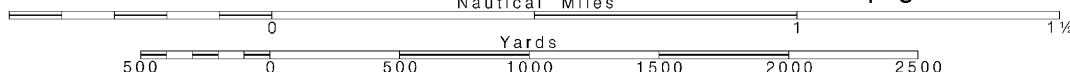
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



s, tropical storms and other major storms may
iderable damage to marine structures, aids to
and moored vessels, resulting in submerged debris
locations.

ditions, channel depths and shoreline may not be the same as conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, or otherwise made inoperative. Mariners should be aware of the position or operation of an aid to navigation. Submerged obstructions may have been displaced or uncovered. Pipelines may have become uncovered.

are urged to exercise extreme caution and are to report aids to navigation discrepancies and navigation to the nearest United States Coast Guard

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

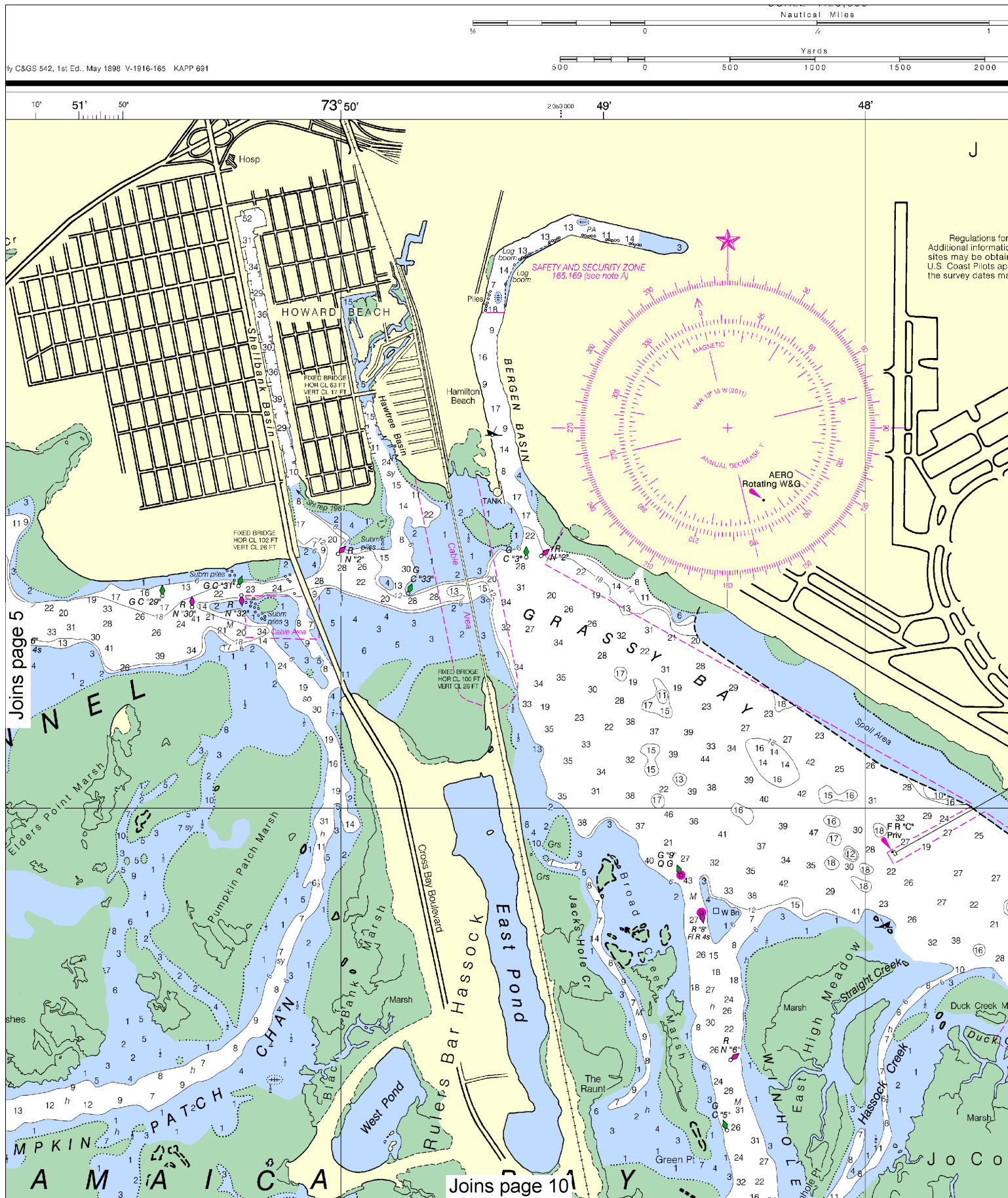
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.



Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



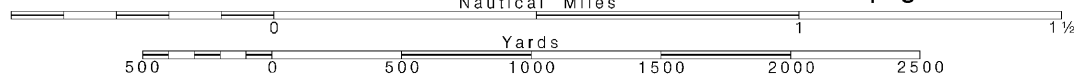
6

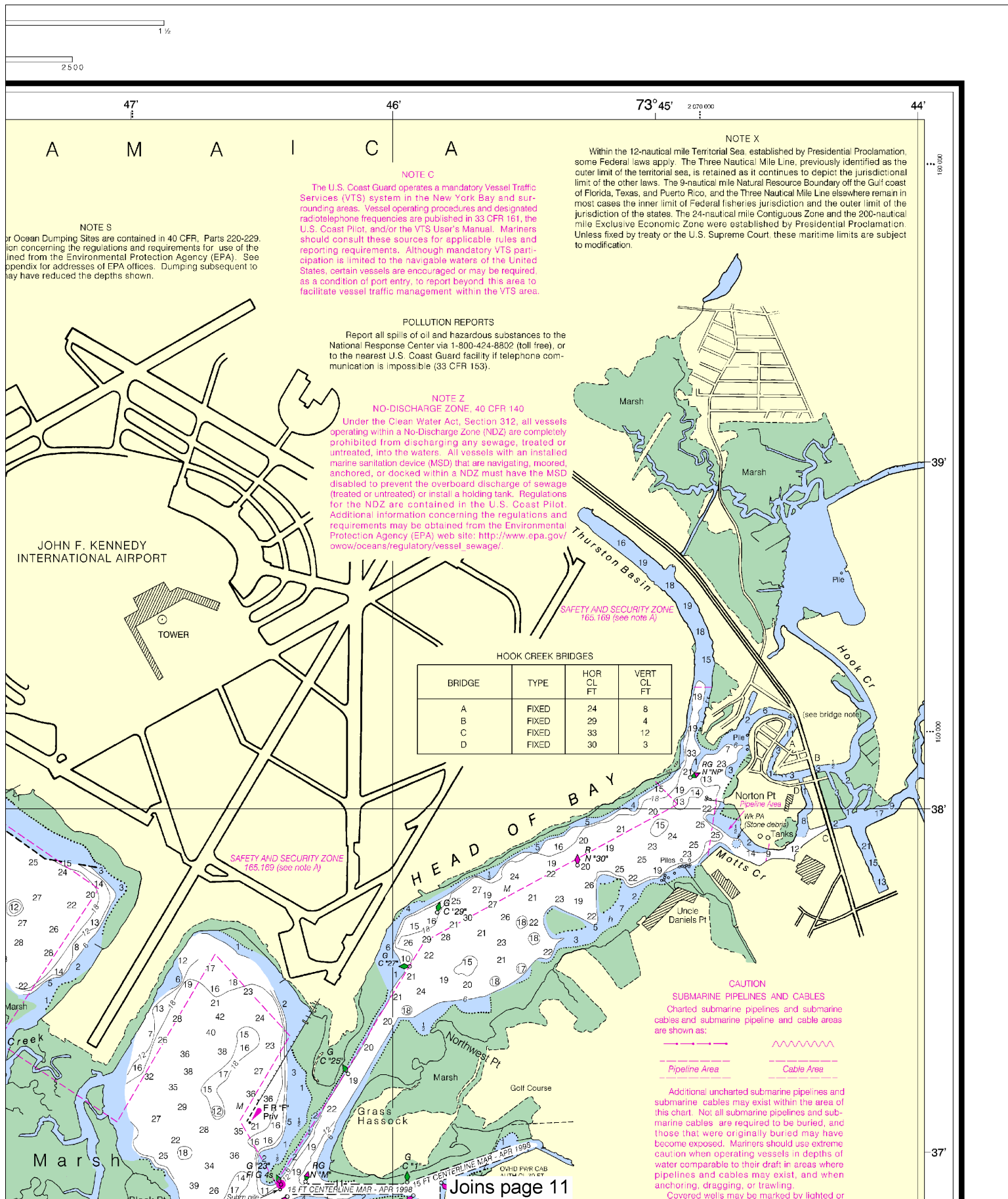
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





NOTE A

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New York, NY KWO-35 162.550 MHz

CAUTION

Fixed and floating obstructions, submerged, may exist within bridge construction area. Mariners should proceed with caution.

B R O O K L Y N

AUTHORITIES

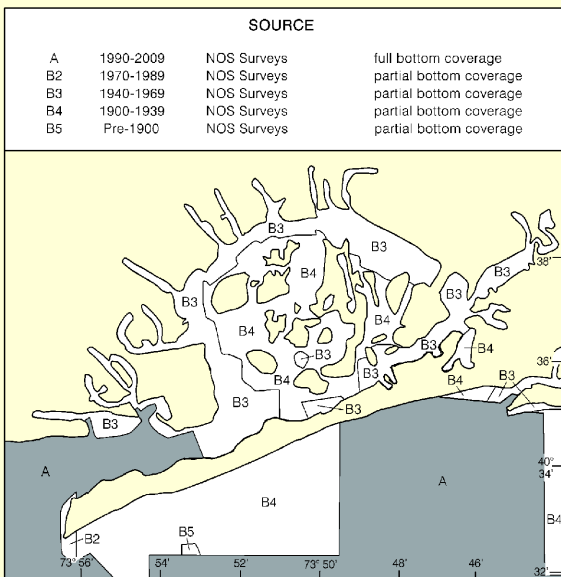
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990-2009	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



PLANE COORDINATE GRID

(based on NAD 1927)

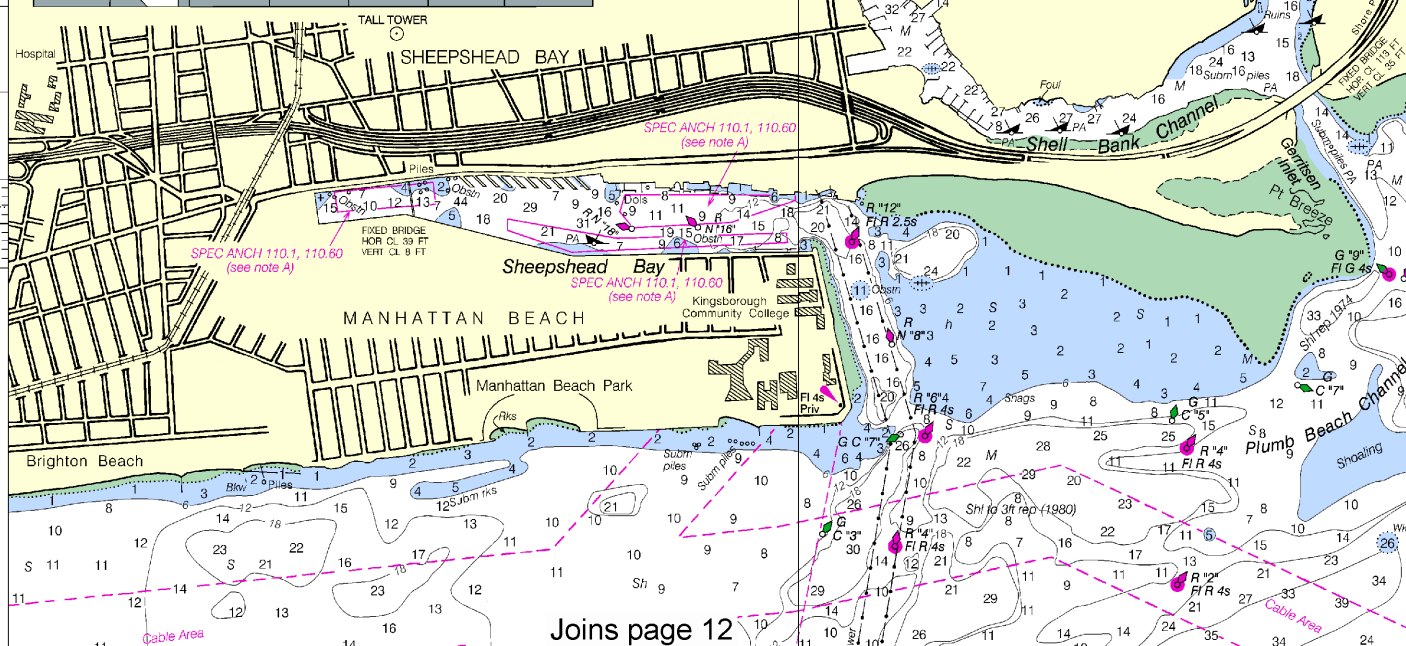
The New York State Grid, Long Island zone is indicated by dashed ticks at 10,000 foot intervals.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.372' northward and 1.517' eastward to agree with this chart.

NOTE B

Wrecks reported submerged at MHW in Mill and Gerritsen Creeks.



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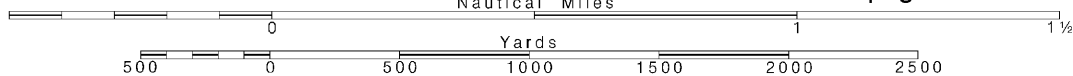
8

Note: Chart grid lines are aligned with true north.

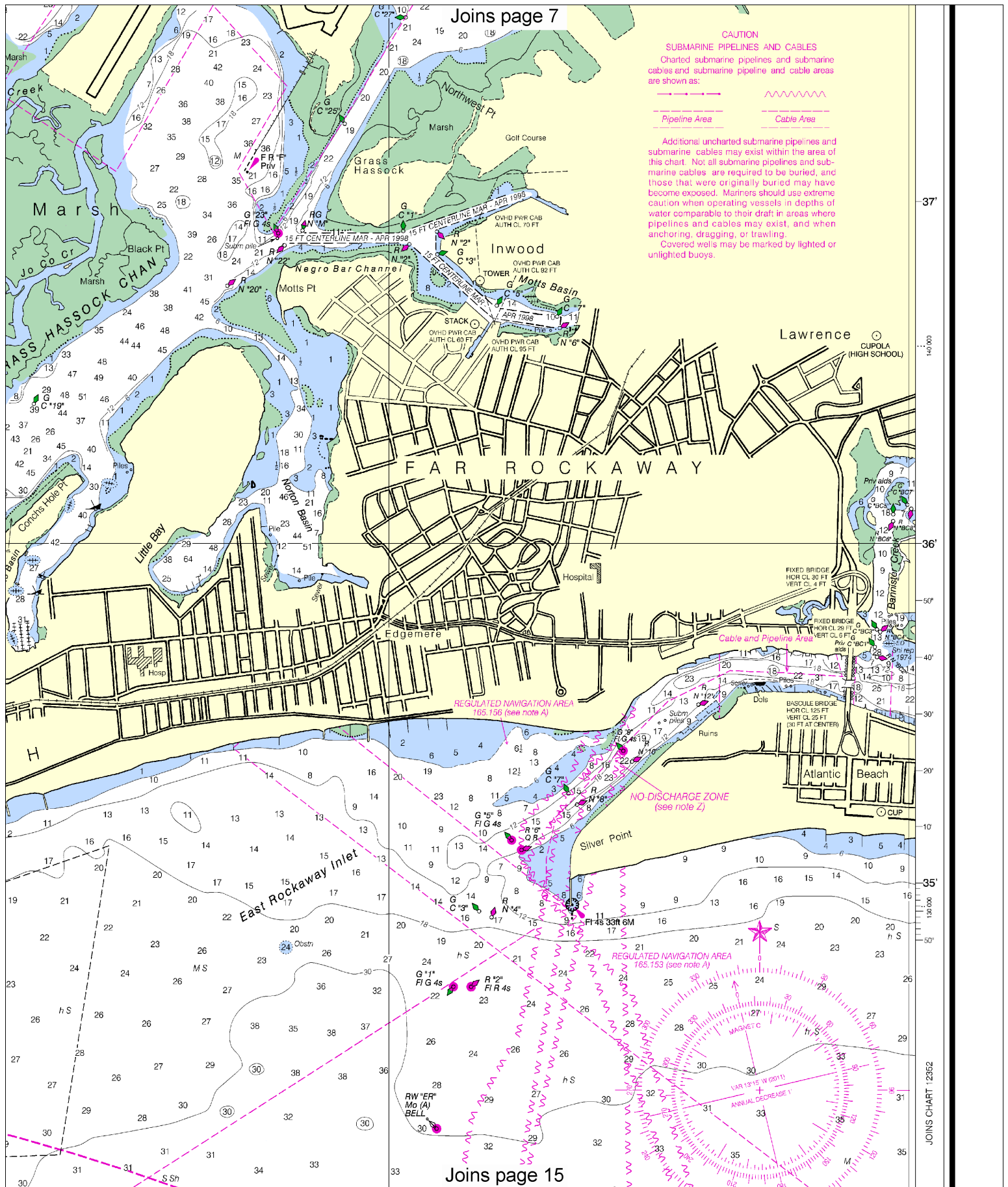
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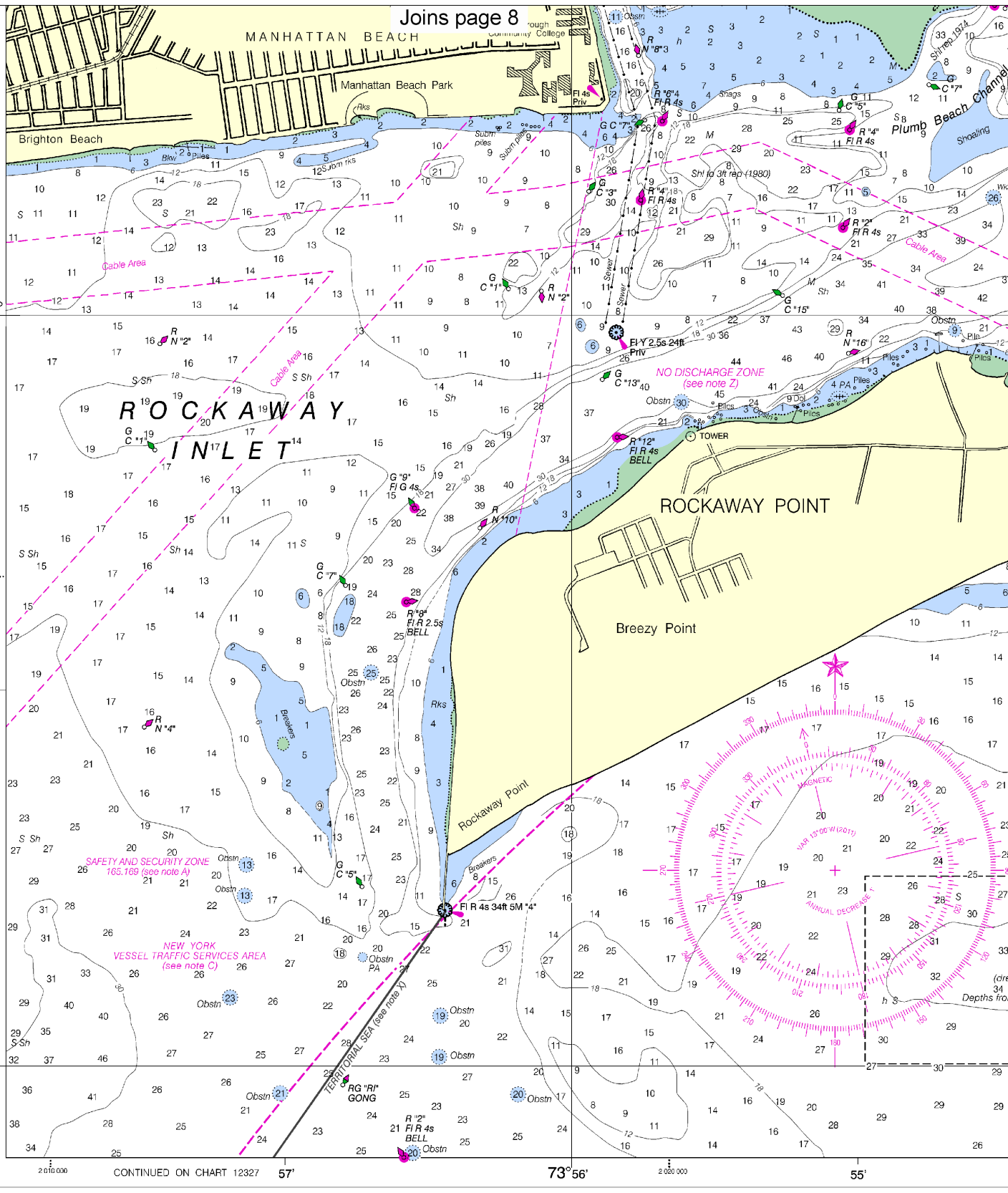
SCALE 1:20,000
Nautical Miles

See Note on page 5.





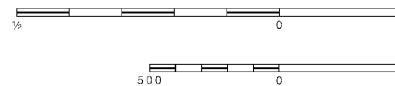




60th Ed., Aug./11 ■ Corrected through NM Aug. 6/11
Corrected through LNM Jul. 26/11

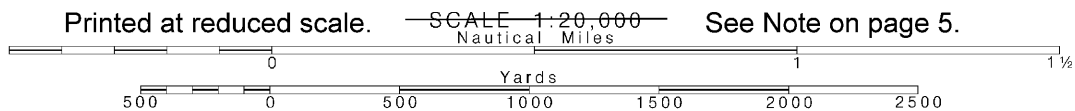
12350

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

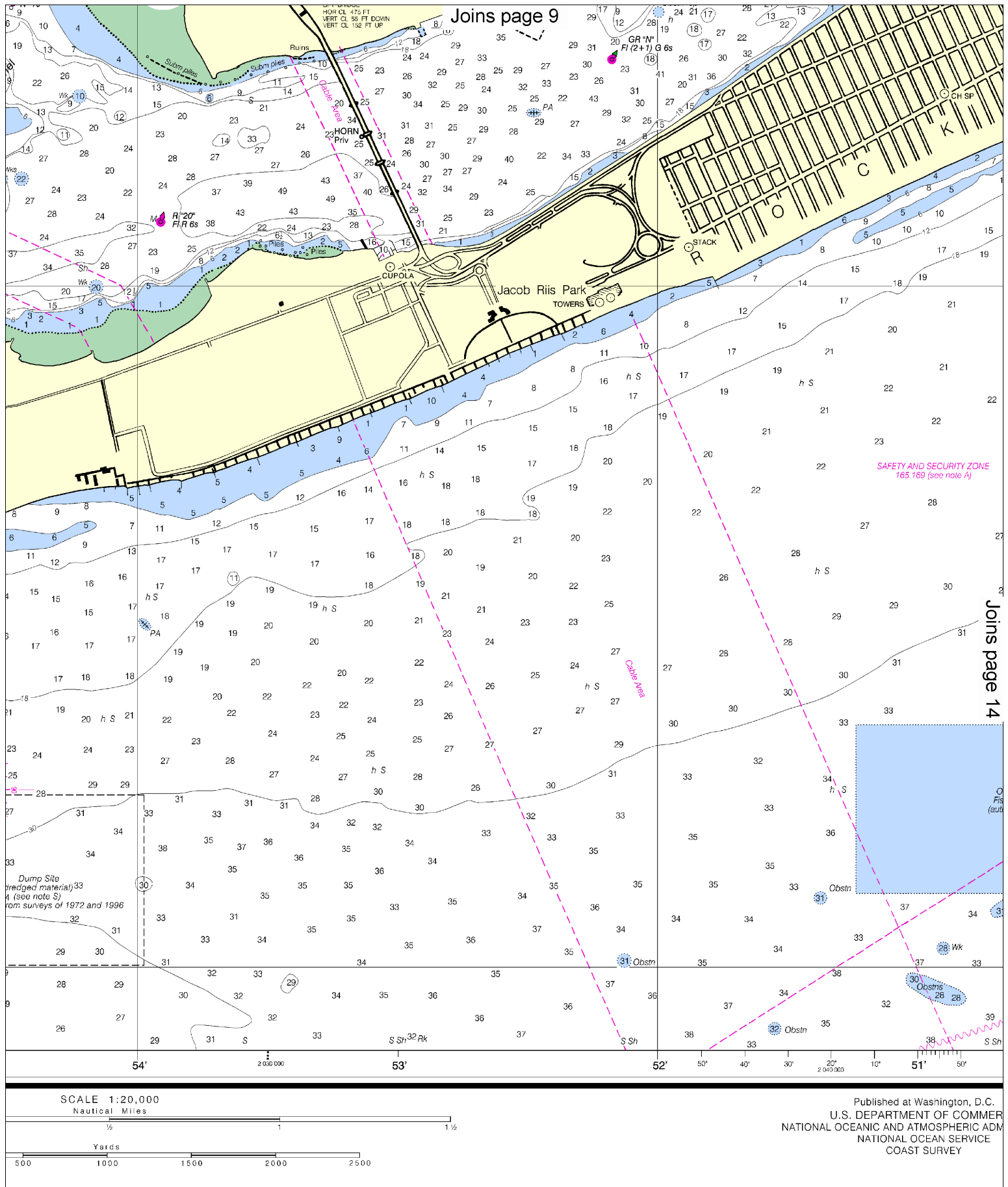


12

Note: Chart grid lines are aligned with true north.



See Note on page 5.

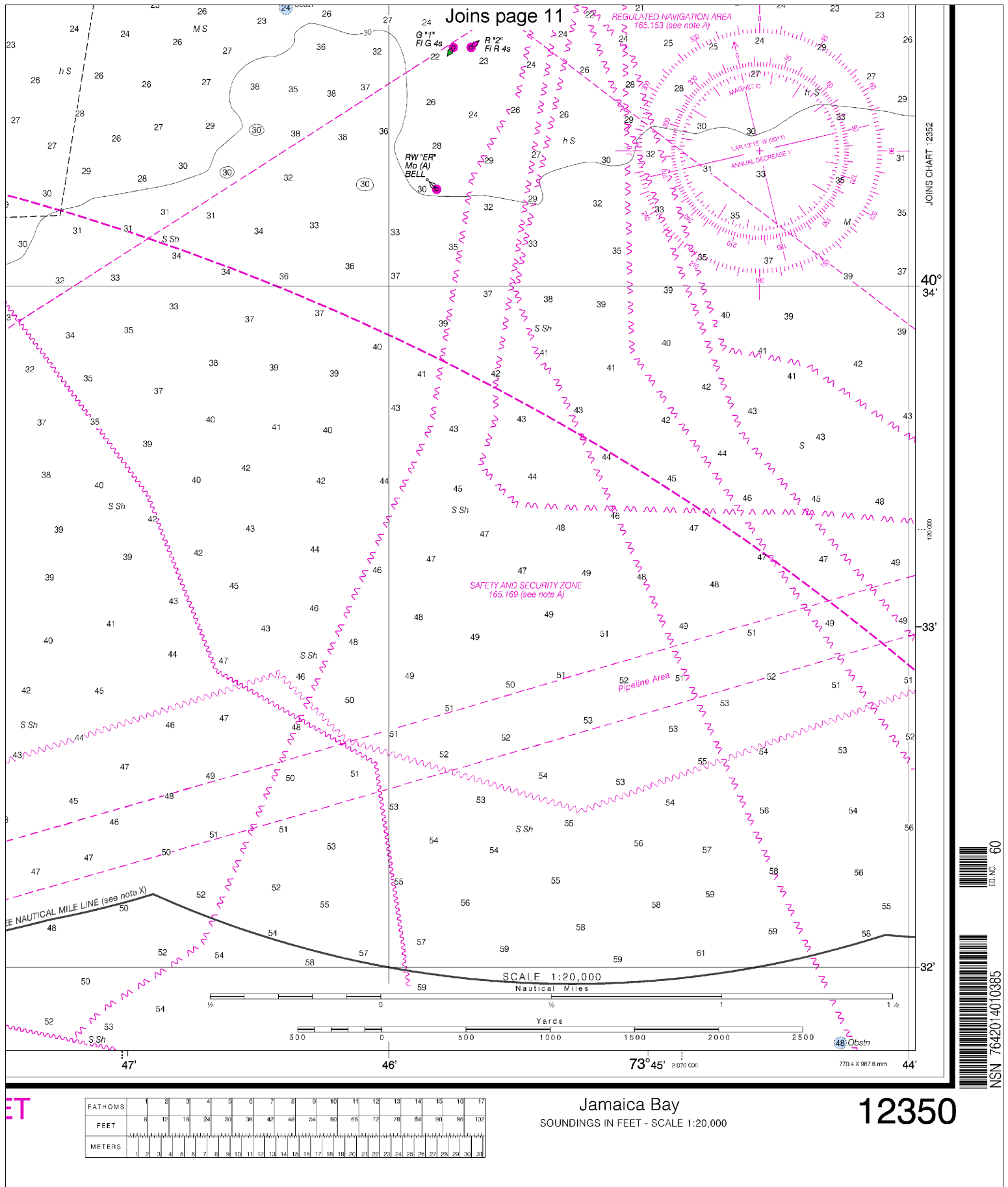


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SAFETY AND SECURITY ZONE
165.169 (see note A)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17





EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker